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available, and these stalwarts are capable of looking after matters of equipment and taking their patrons anywhere in reason. They are becoming past-masters in tactful discrimination, they 'temper the wind to the shorn lamb'".

**In the Abruzzi.** By Anne Macdonell: With Twelve Illustrations after Water-Colour Drawings by Amy Atkinson. ix and 309 pp., map and index. F. A. Stokes Company, New York, 1909. \$2. 8½ x 5½.

The land of the Abruzzi is due east of Rome, beyond the nearer heights that bound the Campagna. This region is supplied with railroads and other highways, but travelers, and even most Italians know little of it. Only recently have the Abruzzi come to be visited by tourists, though the region is wonderfully picturesque and contains also the relics of great art, though they must be sought for because they are not gathered into collections, but are scattered among unfrequented valleys or quaint little towns or remote mountain sides.

This book will help to make the Abruzzi better known and to attract visitors to this highland region. The author has written very carefully and shows many aspects that make the Abruzzi worthy of the attention and admiration of a wider public. She fully describes both the country and the people. The colored views are an interesting feature.

**The Cathedrals of Northern France.** By T. Francis Bumpus. x and 396 pp., map and illustrations, appendix and index. James Pott & Company, New York, 1910. 7½ x 5.

The cathedrals here described are north of the Loire as far as the confluence of the Allier River, and thence north of a straight line, joining the Allier mouth with the Ardennes. The usefulness of the book as a touring companion is increased by grouping the great churches in their respective archiepiscopal provinces. Twenty-seven pages are given to a sketch of the development of the French cathedrals, which is followed by descriptions of twenty-five of them. The book is the outcome of years of study and observation, and will be very useful to all travelers who wish to know more of the ecclesiastical "glories of France."

**Les Grands Ports de France, leur Rôle économique.** Par Paul de Rousiers. vii and 258 pp. Librairie Armand Colin, Paris, 1909. F. 3.50.

Geographers interested in the influence of location, environment and political conditions, on the rise and decline of human settlements, owe the author special gratitude for this book. He first establishes a classification of seaports, according to their functions, which he designates as commercial, regional or industrial. The commercial function is the oldest, because the ports originally served only as depots and points of distribution for ocean goods; it is the prominent function of many ports even to-day. The regional function came to the front when the economic development of the respective hinterlands was so far advanced that their exports determined the character of the ports; and the youngest of the three, the industrial function, was due to the advantage of working up raw materials from abroad as near the place of their importation as possible. Ports which occupy a commanding position in the world's trade must have more than one function nowadays, and the time of one-function ports seems gone by. The large and fast ships of the present require enormous quantities of freight to make their trips pay, and neither of these functions alone can furnish enough traffic for any port to make it worth while for modern vessels to call there.